

**2009 RESTATED
DOWNTOWN DEVELOPMENT PLAN
AND
TAX INCREMENT FINANCING PLAN**

Prepared by the
Downtown Development Authority
Of the City Of Wyoming

This plan was adopted by the Wyoming City Council on May 3, 1999 and amended and restated by the Wyoming City Council on June 20, 2009, after public hearing and after recommendation by the Downtown Development Authority of the City of Wyoming

LIST OF OFFICIALS

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Jeff Baker, Vice-Chairman	Steven Harkema	Mayor Carol S. Sheets
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John Crawford, ex officio

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Joanne M. Voorhees, Councilmember 3rd Ward

Participating City Staff

Curtis Holt, City Manager
Barb VanDuren, Deputy City Manager
Rebecca L. Rynbrandt, Director of Community Services

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I. INTRODUCTION

A. Purpose of the Downtown Development Authority Act.

The Downtown Development Authority Act, 1975 PA 197, as amended, MCL 125.1651 *et seq.*, authorizes municipalities to establish downtown development authorities (“DDAs”) to address deteriorating property values and to foster economic development in their downtowns. The legislature empowered DDAs to be bodies that would initially study their economic conditions and trends in their downtowns and analyze the causes of those trends. The legislature intended DDAs to undertake long-range planning in cooperation with their local planning staffs and planning commissions to envision future economic vibrancy of their downtowns and to prepare plans and undertake improvement projects to catalyze economic development toward that envisioned future.

This catalytic effect is to result from coordinated and cooperative efforts among DDAs, their municipal governments, businesses, residents and property owners in the downtown development areas, and other governmental and private sector entities interested in redevelopment of their downtowns. In other words, it was anticipated that DDAs might be a focal point of such efforts and might even lead those efforts, but that such efforts would involve multiple parties working together to implement downtown visions.

Toward that end, DDAs were empowered to create downtown development plans and were also empowered to use tax increment revenues generated from economic growth in their downtowns in order to finance the implementation of those downtown development plans. Importantly, the funds to implement the plan come from its success. Economic growth must result for the tax increments to be generated. Of course, as the resulting economic growth increases, more funds are generated allowing even more investment to foster even more growth. In a real sense, DDAs that are able to excite growth around a bold vision generate far more resources toward its implementation than those whose vision is more timid and whose leadership less influential.

B. Creation of the Downtown Development Authority.

On December 21, 1998, the City Council of the City of Wyoming (the “City”) adopted Ordinance No. 26-98 creating and establishing The Downtown Development Authority of the City of Wyoming (the “DDA”) and designating the boundaries of the downtown district. The DDA was granted all the powers permitted a downtown development authority under the Act. In creating and establishing the DDA, the City found that the DDA was necessary and in the best interests of the public to halt the deterioration of property values and increase property tax valuation where possible in the City’s business district, to eliminate the causes of said deterioration, and to promote economic growth.

C. History of the Downtown Development Plan and Tax Increment Financing Plan.

The Downtown Development Plan and Tax Increment Financing Plan was originally developed by the Board of Directors of the DDA (“DDA Board”) in the spring of 1999 (the “Original Plan”). The Original Plan was adopted by the Wyoming City Council on May 3, 1999. The Original Plan was amended by a First Amendment to the Downtown Development Plan and Tax Increment Financing Plan (the “First Amendment”) which made a minor amendment to the boundaries of the Development Area and was adopted on December 20, 1999. The Original Plan, as amended is now being restated in its entirety by this 2009 Restatement of the Downtown Development Plan and Tax Increment Financing Plan (the “2009 Restatement” or the “Plan”).

D. Purpose of the Plan.

Under the Act, the DDA must prepare and submit a tax increment financing plan and a development plan if it determines that creation of such plans is necessary for the achievement of the purposes of the Act. This document constitutes both of these plans, with the development plan in the format described in Section 17(2) of the Act, followed by the tax increment financing plan as described in Sections 14, 15 and 16 of the Act.

The DDA can have multiple sources of funding with which it can undertake its projects. Section II.I of the Plan identifies the sources that the DDA anticipates having available during the term of this Plan. The purpose of the Tax Increment Financing portion of the Plan is to authorize the DDA to collect one of these sources of revenue - tax increment revenues. This process is more fully explained in Section III.A. The Tax Increment Financing Plan also sets the time limit during which these development projects may be undertaken and financed.

The Development plan portion of this Plan acts as the authorizing document which gives the DDA authority to spend its funds on development projects. With a main purpose of the DDA being to prevent deterioration in the 28th Street corridor and to promote economic development and redevelopment in this corridor, the Development Plan sets forth the vision the DDA will implement to accomplish this purpose. The vision is centered on capital projects called “development projects” that are designed to spur economic development and redevelopment. The Development Plan designates a development area, and the DDA must undertake its development projects in this Development Area. The development projects are intended to provide infrastructure improvements and other capital improvements that assist in the redevelopment of obsolete sites and provide the public infrastructure needed to support and spur new development.

While a DDA may undertake a number of activities pursuant to the powers granted to the DDA by section 7 of the Act, it may only spend tax increment revenues in accordance with the Development Plan. Therefore, when spending tax increments, the expenditures must be in

support of development projects that are specified in the Development Plan. The Development Plan should then act as a living document, on the one hand guiding the activities of the DDA in spending tax increment revenues, and on the other hand being amended and revised, so that it is kept up to date with the current needs of the development area and planning vision for the redevelopment of this area. The DDA may have other sources of funds that are available to it from time to time that it may spend in furtherance of its powers, but tax increment revenues must be spent in accordance with the Plan.

DDA's are allowed to accumulate funds over time in order to have the funds on hand needed to fund projects. As long as there are projects to be completed, a fund balance may be retained for that purpose for a reasonable period of time. If at some time, however, the DDA does not have projects for which the funds are needed, surplus funds are returned proportionately to the taxing jurisdictions. When all of the development provided for has been accomplished and paid for, the Plan will terminate and the DDA will stop collecting tax increment revenues under it.

II. DEVELOPMENT PLAN

A. The designation of boundaries of the development area in relation to highways, streets, streams, or otherwise. Section 17(2)(a).

1. The development area boundaries as previously approved and amended by the First Amendment are confirmed. The boundaries are legally described on the attached legal description in Exhibit A in the Appendix.
2. A map of the Development Area is attached as Exhibit B in the Appendix.

B. The location and extent of existing streets and other public facilities within the development area, the location, character, and extent of the categories of public and private land uses then existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses, and a legal description of the development area. Section 17(2)(b).

1. Current streets.

The location and extent of existing streets is listed on Exhibit C in the Appendix.

2. Current public facilities and public land uses.

Existing public facilities in the development area include the City Hall, the Wyoming Police Department, the District Court Building, the U.S. Post Office for Wyoming, the City's largest water storage tower, sanitary sewer, storm sewer, public water lines, street and highway rights-of-way, and schools.

3. Current private land uses.

Present private land uses within the development area include commercial, single family and multi-family residential, religious and light industrial uses. Attached as Exhibit D in the Appendix, is a list of all parcels within the development area, the existing land use of the parcel and their respective zoning classifications.

4. Proposed Land Uses.

28th Street, the central axis of the development area is the second busiest commercial street in the Grand Rapids metropolitan area.

Of the 83 single-family homes in the development area, 37 are on parcels zoned B-2, Commercial, 28 are on parcels zoned R-2 Residential, 12 are on parcels zoned DC, 4 are on parcels zoned RO-1 and 2 are on parcels zoned R-4.. The homes which are on parcels zoned R-2 are included in the development area in order to provide a minimum of 300 feet of depth from 28th Street for commercial redevelopment. Other non-commercial uses, such as churches, may also be redeveloped for commercial use. It is anticipated that parcels currently used for commercial purposes will continue to be used for this purpose, but parcels will be consolidated and buildings and parking will be reconfigured as redevelopment occurs.

C. **A description of existing improvements in the development area to be demolished, repaired, or altered, a description of any repairs and alterations, and an estimate of the time required for completion. Section 17(2)(c).**

1. Streets, sidewalks, curbs, gutters, parkway, and driveway approaches will need to be reconstructed as projects are done in the Downtown District. In addition water, sanitary sewer, storm sewer and other utility lines will be replaced. Redevelopment of parcels and assembling of larger tracts of land by combining existing parcels may require demolition of buildings, paving, and other infrastructure. It is anticipated this work will take 30 or more years to complete.

D. **The location, extent, character and estimated cost of the improvements including rehabilitation contemplated for the development area and an estimate of the time required for completion. Section 17(2)(d).**

1. The DDA has undertaken numerous development projects from the Original Plan over the last 10 years. The following development projects have been undertaken in the development area and have been partially completed although some aspects may be ongoing as indicated in subsection 2, below:
 - a) Parkway Improvements. Installation of improvements to the parkway along 28th Street.
 - b) District Beautification. This component includes aesthetic improvements to the development area.

Items of this component that have been completed include:

1. Installation of banners in the development area.
 2. Installation of holiday decorations in the development area.
- c) Sidewalk and Landscaping Improvements. This component includes the completion of the landscaping within the development area that has begun with a current City project funded with an MDOT grant, and covers the area between Clyde Park and Burlingame Avenue. This may be done in stages.

Items of this component that have been completed include:

1. Landscaping, including, but not limited to, the installation of grass, trees, other plantings, and other decorative items.
 2. Installation of benches, trash receptacles, lighting, signage, banners, dumpster enclosures, tree grates, etc.
 3. Installation of sidewalks.
2. Other development projects from the Original Plan are being undertaken at this time and yet others have yet to be started. This 2009 Restatement amends the scope of these development projects and provides an update on the estimate of cost. The following development projects from the Original Plan are continued by this 2009 Restatement:

- a) Parkway Maintenance. Annual yearly maintenance and improvement of the parkway along 28th Street: Estimated annual cost is \$50,000.
- b) Sidewalk and Landscaping Improvements. This component includes the completion of the landscaping within the development area that has begun with a current City project funded with an MDOT grant, and covers the area between Clyde Park and Burlingame Avenue. This may be done in stages.

Items of this component may include but are not limited to:

1. Removal of old sod, plantings, debris, soil and other material.
2. Installation of sidewalks.
3. Installation of irrigation.

4. Landscaping, including, but not limited to, the installation of grass, trees, other plantings, and other decorative items.
5. Installation of benches, trash receptacles, lighting, signage, banners, dumpster enclosures, tree grates, etc.
6. Any items included in the MDOT project which the DDA determines to include in this component.
7. Acquisition of land or easements.
8. Engineering, architect and other professional fees.
9. Any other items which are necessary or incidental to the items listed above, or which the DDA determines to be desirable to include in the landscaping project.

Estimated cost is \$1,200,000 per mile of street frontage.

- c) Traffic Signals. This component includes the replacement of existing traffic signals and the placement of new traffic signals throughout the development area.

Items of this component may include but are not limited to:

1. Removal of existing traffic signals.
2. Installation of signal arm structures or such other traffic control devices, along with any necessary or incidental items.
3. Engineering and other professional fees.

Estimated cost is \$1,000,000.

- d) Construction of new streets. This component includes the construction of new streets, service drives and access roads and other rights-of-way within the development area.

Items of this component may include but are not limited to:

1. Acquisition of land, rights-of-way and easements.
2. Demolition of existing structures and clearing the right of way of other obstacles.

3. Grading and other site preparation.
4. Installation of the road bed and bituminous paving.
5. Installation of curb, gutter, sidewalks and bicycle lanes.
6. Installation of signage and traffic control devices.
7. Streetscape improvements.
8. Engineering, and other professional fees.
9. Such other improvements as the DDA Board deems to be necessary or incidental to the items set forth above.

Estimated cost is \$9,000,000 or more.

- e) District Beautification. This component includes additional aesthetic improvements to the development area.

Items of this component may include but are not limited to:

1. Installation of banners in the development area.
2. Installation of holiday decorations in the development area.
3. Acquisition and construction of public art and cultural amenities, including, but not limited to artwork, statues and fountains.
4. Installation of such other aesthetic improvements as the DDA Board determines to be desirable.

Estimated cost is \$350,000.

- f) Removal of Utility Poles. This component involves the rerouting or burying of utility lines within the development area, and any necessary or incidental costs.

Estimated cost is \$18,000,000.

- g) Street Vacation. This component involves the vacation of streets within the development area.

Items of this component may include but are not limited to:

1. Costs of vacating and closing streets.
2. Removal of bituminous paving, cement and any other material.
3. Installation of soil and any landscaping or sidewalk items mentioned in 2 above.
4. Installation of new parking spaces, including grading, paving, striping and any other work or improvements necessary or incident thereto.
5. Engineering and other professional fees.
6. Any other items that are necessary or incident to the vacation of the streets and the removal and landscaping the vacated area.

Estimated cost is \$150,000.

- h) Elimination of Curb Cuts. This component includes the elimination of curb cuts within the development area.

Items of this component may include but are not limited to:

1. Acquisition of property, easements or rights of way.
2. Removal of concrete and bituminous paving.
3. Installation of curbs, gutters, and replacement of bituminous paving.
4. Engineering and other professional fees.
5. Such other items as are necessary or incidental to the items listed above.

Estimated cost is \$200,000.

- i) Property Acquisition. This component includes the lease, purchase or condemnation of property or various interests in property within the development area. At this time the DDA anticipates that any purchase would be by a voluntary sale on the part of the property owner, but circumstances may require purchase by condemnation. This component involves the purchase of land and/or buildings in

an effort to make the properties marketable or useful; to promote economic growth and revitalization of the district; to encourage historic preservation; to correct and/or prevent deterioration in the district; for redevelopment of commercial property; and to acquire property or rights-of-way for various public infrastructure projects.

Items of this component may include but are not limited to:

1. Acquisition of property interests, land and/or buildings with the approval of City Council.
2. Demolition of existing structures and clearing the sites of other obstacles and site work as deemed necessary by the DDA.
3. Environmental remedial and due diligence work, soil removal and replacement with structurally supporting soils, demolition, backfilling and other site preparation.
4. Infrastructure improvements to support the site, including water, sewer and streets.
5. Entering into lease agreements with tenants.
6. The sale of land and/or buildings.
7. Engineering, architectural, legal, property management and other professional fees.
8. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be necessary in connection with this project.

Estimated cost is \$10,000,000 or more.

- j) Pedestrian Crossing Systems. This component includes the construction of pedestrian crossing systems passing on, over or underneath streets in the development area.

Items of this component may include but are not limited to:

1. Sitework and excavating.
2. Construction costs.

3. Alteration of the roadway, parking lots or other structures, improvements or utilities impacted by the improvement.
4. Acquisition of property, easements and rights-of-way.
5. Engineering and other professional fees.
6. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be necessary for the installation of the crossing.

Estimated cost is \$10,500,000.

- k) Construction of Parks. This component consists of the construction of parks to serve the development area.

Items of this component may include but are not limited to:

1. Acquisition of property.
2. Removal of old grass, plantings, debris, soil and other material.
3. Installation of irrigation.
4. Landscaping, including, but not limited to, the installation of grass, bushes, trees, other plantings, wood chips, ground coverings and other decorative items.
5. Installation of shelters, fountains, benches, picnic tables, trash receptacles, lighting, signage, banners, dumpster enclosures, tree grates, etc.
6. Engineering and other professional fees.
7. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be desirable to include in the park.

Estimated cost is \$1,000,000.

- l) Public Transportation Infrastructure. This component consists of the construction of improvements in the development area to support public transportation.

Items of this component may include but are not limited to:

1. Construction of bus turnout lanes, and the incumbent removal of curbs, gutters and bituminous paving and replacement thereof.
2. Construction of shelters and transit stops.
3. Acquisition of land, easements and rights-of-way.
4. Engineering and other professional fees.

Estimated cost is \$500,000.

3. New development projects being added by this 2009 Restatement include:

- a) Downtown Parking. This component includes the improvement of existing public parking and the construction of new public parking facilities in the development area:

Items of this component may include but are not limited to:

1. Acquisition of property.
2. Demolition of existing structures and clearing the sites of other obstacles.
3. Filling, grading and other site preparation.
4. Construction of parking structures.
5. Installation of black top.
6. Installation of curb, gutter and sidewalks.
7. Striping lots or structures.
8. Improvement of existing storm drains and installation of new storm drains.
9. Landscape improvements and site amenities, including, but not limited to grass, trees, other plantings, and other decorative items.
10. Signage.

11. Installation of benches, trash receptacles, lighting, signage, banners, tree grates, etc.
12. Remediation.
13. Engineering, legal and other professional fees.
14. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be necessary in connection with this project.

Estimated cost is \$2,000,000.

- b) Walkable Community Improvements. This component consists of the construction of sidewalks, walkways, pathways and other improvements in the development area to enhance pedestrian access and to create a walkable community.

Items of this component may include but are not limited to:

1. Acquisition of property or rights-of-way.
2. Removal of plant material, bituminous material, sidewalk, curb and gutter.
3. Filling, grading and other site preparation.
4. Installation of curb, gutter, sidewalks, boardwalk and other paving.
5. Landscape improvements and site amenities, including, but not limited to grass, trees, other plantings, and other decorative items.
6. Installation of shelters, benches, trash receptacles, lighting, signage, banners, tree grates, etc.
7. Engineering, landscape architects, easements, legal and other professional fees.
8. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be necessary in connection with this project.

Estimated cost is \$2,000,000.

- c) Bicycle Paths and Lanes. This component consists of the construction of improvements in the development area to enhance bicycle access in the development area.

Items of this component may include but are not limited to:

1. Acquisition of property or rights-of-way.
2. Removal of plant material, bituminous material, sidewalk, curb and gutter.
3. Filling, grading and other site preparation.
4. Installation of curb, gutter, sidewalks, and other paving.
5. Landscape improvements and site amenities, including, but not limited to grass, trees, other plantings, and other decorative items.
6. Installation of benches, trash receptacles, lighting, signage, banners, tree grates, etc.
7. Engineering, landscape architects, easements, legal and other professional fees.
8. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be necessary in connection with this project.

Estimated cost is \$2,000,000.

- d) Utility Improvements. This component involves improvements to the Water Supply System, Sanitary Sewer System and the Storm Water Drainage System in the City. The development area is currently served by all of these utilities. Redevelopment of parcels, relocation of streets or construction of new streets, however, may require that the location of utilities be realigned or improved as may be required by these activities.

Items of this component may include but are not limited to:

1. Removal of plant material, bituminous material, sidewalk, curb and gutter, water lines, sewer lines and storm sewer lines.

2. Filling, grading and other site preparation.
3. Installation and replacement of water main and sewer main.
4. Improvement of existing storm sewers and installation of new storm sewers, separation of storm sewer from sanitary sewer and conversion of existing sanitary sewer mains to storm sewer.
5. Reconstruction and restoration of streets, including, but not limited to filling, grading and other site preparation, installation of bituminous paving, and installation of curb, gutter and sidewalks.
6. Remediation of landscaping, driveways and rights-of-way damaged as a result of this project.
7. Engineering, legal and other professional fees.
8. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be necessary in connection with this project.

Estimated cost is \$2,000,000.

- e) Commercial Building Improvements. This component consists of a program to enhance the appearance of the Downtown District by encouraging exterior building improvements designed to strengthen the downtown theme. The program will encourage coordination of colors, façade designs, logos, architectural features, building materials and other common design elements consistent with a planned vision for the Wyoming downtown. The program will include funding for these improvements in exchange for some control over type and timing of improvements and requirements for regular maintenance. The DDA may develop a program of desired improvements and set requirements for the types of improvements to be made and materials to be used. To secure control over the improvements and maintenance, and in exchange for such funding and other benefits, the DDA will obtain easements, leasehold interests or other interests in the building exteriors or other areas. These interests will generally be over the first twelve (12) inches of depth of the building exterior, but may include other areas as may be necessary to secure an adequate public interest in the property. In addition, professional

consultants may be utilized to study building needs, accessibility to parking facility and traffic flows.

Items of this component may include, but are not limited to:

1. Removal and/ or renovation of exterior building features.
2. Exterior insulation facing systems.
3. Trim work.
4. Restoration of brickwork.
5. Walkways from entrances to parking facilities and sidewalks.
6. Professional studies of building needs, accessibility to parking, and traffic flows.
7. Engineering, architectural, legal and other professional fees.
8. Other improvements which may enhance the coordination of colors and façade designs, or enhance architectural characteristics and appearance of the buildings, or enhance accessibility to the buildings.
9. Engineering, legal and other professional fees.
10. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be necessary in connection with this project.

Estimated cost is \$1,500,000.

- f) Streetscape Improvements. This component involves aesthetic improvements to the existing streetscape amenities in the development area.

Items of this component may include, but are not limited to:

1. Removal of plant material, bituminous material, sidewalk, curb and gutter.
2. Filling, grading and other site preparation.

3. Installation of curb, gutter and sidewalks.
4. Installation of brick pavers.
5. Landscape improvements and site amenities, including, but not limited to grass, trees, other plantings, and other decorative items.
6. Installation of benches, trash receptacles, lighting, signage, banners, tree grates, etc.
7. Engineering, legal and other professional fees.
8. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be necessary in connection with this project.

Estimated cost is \$2,000,000.

- g) Brownfield Remediation. This component involves coordinating projects with the Brownfield Redevelopment Financing Authority of the City of Wyoming, and contributing DDA resources to remediation of brownfield sites, redevelopment of obsolete sites and construction of such infrastructure as may be required for these projects.

Items of this component may include, but are not limited to:

1. Demolition of existing structures and clearing the sites of other obstacles and site work as deemed necessary by the DDA.
2. Engineering, legal, and other professional fees.
3. Environmental remedial and due diligence work, soil removal and replacement with structurally supporting soils, demolition, backfilling and other site preparation.
4. Infrastructure improvements.
5. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be necessary in connection with this project.

Estimated cost is \$1,000,000.

- h) Demolition of Buildings and Structures. This component involves the demolition of buildings and structures as such work may be necessary to prepare sites for development, redevelopment or other purposes.

Items of this component may include, but are not limited to:

1. Demolition of existing structures and clearing the sites of other obstacles and site work as deemed necessary by the DDA.
2. Disposal of materials from these sites.
3. Engineering, legal, and other professional fees.
4. Any other items which are necessary or incidental to the items listed above, or which the DDA Board determines to be necessary in connection with this project.

Estimated cost is \$2,000,000.

- i) Marketing. This component involves the creation, operation and funding of marketing initiatives that benefit the retain business character of the Development area, and general marketing of the Downtown District.

Items of this component may include, but are not limited to:

- a) Marketing initiatives undertaken by the DDA acting alone or through collaboration with other entities.
- b) Purchase of advertising, including, but not limited to, print advertising, radio advertising, internet or electronic advertising, television advertising, billboard advertising, and direct mail advertising.
- c) Marketing blitzes and promotions.
- d) Production of informational material about the downtown.
- e) Collaboration with the City on specific marketing efforts.
- f) Professional fees.
- g) Such other marketing necessary or desirable.

Estimated cost is \$20,000 to \$30,000 annually.

The projects covered in this Section II.D will be undertaken during the term of this Plan as development pressure and available funding allow. It is estimated that the projects will be completed in a time period of 1 to 30 years.

E. A statement of the construction or stages of construction planned, and the estimated time of completion of each stage. Section 17(2)(e).

The Development will be undertaken in phases, as follows:

1. Phase I: Phase I has been completed. Phase I included the projects identified in Section II.D.1 of the Plan.
2. Following phases will be developed in the near future as the City completes a new master land use and visioning plan for the 28th Street corridor. This Plan will be phased to implement that Plan and to respond to redevelopment opportunities as they arise.

F. A description of any parts of the development area to be left as open space and the use contemplated for the space. Section 17(2)(f).

It is anticipated that the front lawn sculpture area of Wyoming City hall should remain as a greenspace and symbol for the City and the downtown. Pocket park sites may be explored.

G. A description of any portions of the development area which the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms. Section 17(2)(g).

The DDA does not currently anticipate it will sell, donate, exchange or lease to or from the City any property. Certain areas in the development area, however, are owned by the City and will be developed for public use and benefit.

H. A description of desired zoning changes and changes in streets, street levels, intersections and utilities. Section 17(2)(h).

As development proposals occur, it is hoped that some of the single family home parcels on the periphery of the district that are currently zoned only for residential use, will convert to the B-1 and B-2 commercial zones. In addition, the City anticipates using modern, flexible forms of zoning in order to most effectively plan and implement redevelopment opportunities. These forms of zoning include form based zoning, concept zoning and the use of planned unit developments.

The Plan includes a number of street changes. It includes vacating street stub ends in order to provide for commercial building and parking expansion for adjacent businesses, and to improve traffic safety, which should be done to the extent possible. It includes the construction of new roads, access roads and service drives. It also contemplates the construction of bicycle lanes and transit stops.

I. An estimate of the costs of the development, a statement of the proposed method of financing the development and the ability of the authority to arrange the financing. Section 17(2)(i).

The costs of the development are set forth in Section D.

Financing for the public improvements to be undertaken on public or Authority- owned lands will come from the following potential sources:

- Bond Proceeds
- Future Tax Increment Revenues
- Interest on Investments
- Moneys borrowed from the issuance of revenue bonds
- Donations received by the Authority
- Proceeds from any property, building or facility owned, leased, licensed, operated or sold by the Authority
- Grant funds and low interest loans obtained from State and Federal Agencies
- Grant funds received from Foundations
- Proceeds from a special assessment district created as provided by law
- Special event fund raising
- Funds received from the Brownfield Redevelopment Financing Authority of the City of Wyoming.
- Funds received from the Economic Development Corporation of the City of Wyoming.
- Moneys obtained from other sources approved by the Wyoming City Council

The proceeds to be received from tax increment revenues in the development area plus the availability of funds from other authorized sources will be sufficient to finance all activities and improvements to be carried out under this Plan.

- J. Designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner and for whose benefit the project is being undertaken if that information is available to the authority. Section 17(2)(j).**

At this time, there will be no person or persons, natural or corporate, to whom all or any portion of the development is to be leased, sold or conveyed in any manner. As redevelopment occurs, properties may be acquired and later sold. Potential future purchasers have not been identified at this time.

- K. The procedures for bidding for the leasing, purchasing, or conveying in any manner of all or a portion of the development upon its completion, if there is no express or implied agreement between the authority and persons, natural or corporate, that all or a portion of the development will be leased, sold, or conveyed in any manner to those persons. Section 17(2)(k).**

Not Applicable.

- L. Estimates of the number of persons residing in the development area and the number of families and individuals to be displaced. If occupied residences are designated for acquisition and clearance by the authority, a development plan shall include a survey of the families and individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sales prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals. Section 17(2)(1).**

There are approximately 210 persons residing in the Development Area.

There are no persons or families to be displaced as a result of the development. It is anticipated that conversion of properties from a residential use to a commercial use will occur voluntarily over time. There are no occupied residences designated for acquisition and clearance by the DDA.

- M. **A plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area. Section 17(2)(m).**

Not Applicable.

No Relocation is currently anticipated.

- N. **Provision for the costs of relocating persons displaced by the development and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the standards and provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, being Public Law 91-646, 42 U.S.C. sections 4601, et seq. Section 17(2)(n).**

Not Applicable.

No Relocation is currently anticipated.

- O. **A plan for compliance with Act No. 227 of the Public Acts of 1972, being Sections 213.321 to 213.332 of the Michigan Compiled Laws. Section 17(2)(o).**

Not Applicable.

III. TAX INCREMENT FINANCING PLAN

A. Detailed Explanation of the Tax Increment Procedure. Section 14(1).

The Act permits the DDA to undertake a broad range of activities which will promote economic growth and eliminate the causes of value deterioration in its business district. These activities include the adoption and implementation of a plan of development in the downtown district necessary to achieve the purposes of the Act.

One of the DDA's means of implementing a plan of development is tax increment financing. A tax increment financing plan must be prepared, submitted to, and approved by the governing body of the municipality through an ordinance adopting a tax increment financing plan.

The purpose of tax increment financing is to capture tax revenues attributable to increases in value of real and personal property within the boundaries of the development area. The increases in property value may be attributable to new construction, rehabilitation, remodeling, alterations, additions, inflation or other factors the assessor may deem appropriate.

Section 1(b) of the Act defines "assessed value" for valuations made after December 31, 1994 as taxable value as determined under MCL 211.27a. The most recently assessed values, as finally equalized by the State Board of Equalization, of all the taxable properties located within the boundaries of the development area (based on assessed values as of December 31, 1997) at the time the ordinance establishing the tax increment financing plan is approved will become what is called the "initial assessed value." At the time the ordinance adopting the tax increment financing plan is approved, property exempt from taxation is given an initial assessed value of zero.

In each year after the tax increment financing plan is approved, the total assessed value of real and personal property within the boundaries of the development area is referred to as the "current assessed value." The difference between the current assessed value and the initial assessed value in each year is known as the "captured assessed value."

Each year tax increments will be captured from all local taxing jurisdictions whose taxes are eligible for capture under the Act, except the taxes levied for Senior Citizens approved by the electors of Kent County on November 3, 1998 and the taxes levied for the Kent County Correctional Facility approved by the electors of Kent County on August 7, 1990. During the period the development plan and tax increment financing plan are in force, the local taxing jurisdictions continue to receive the full amount of tax revenue based on the initial assessed value. However, the portion allocable to the captured assessed value is transmitted to the DDA for use according to the tax increment financing plan. This portion is known as "tax increment revenue." The tax increment revenue will be used for the purposes set forth in this tax increment financing

plan and, if bonds are issued to finance a project in the development plan, the tax increment revenues will be pledged to the repayment of such bonds.

The amount of tax increment revenue to be transmitted to the DDA by the City and County Treasurers will be that portion of the tax levy of all taxing bodies, whose taxes are eligible for capture, paid each year on real and personal property in the project area on the captured assessed value. The DDA will expend the tax increments revenue received for the development program only pursuant to this tax increment financing plan. Any surplus funds shall revert proportionately to the respective taxing bodies.

This tax increment financing plan shall be administered in full compliance with Sections 14, 15 and 16 and all other provisions of the Act.

B. The maximum amount of bonded indebtedness to be incurred. Section 14(1).

The maximum amount of bonded indebtedness to be incurred under this Tax Increment Financing Plan shall be \$20,000,000. Bonds issued under this Tax Increment Financing Plan may be issued in any form authorized under the Act.

C. The duration of the program. Section 14(1).

The Tax Increment Financing Plan will remain in effect for a period of 30 years except as the same may be modified from time to time by the City Council of the City of Wyoming in accordance with the procedures required by the Act. The City may abolish this plan when it finds that the purposes for which this plan was approved have been accomplished, but not before the principal and interest owing on any bonds which are outstanding has been paid in full, or funds sufficient for such payment have been segregated.

D. Compliance with Section 15 of the Act. Section 14(1).

As referred to above, it is the intent of these plans to comply with Section 15 of the Act regarding tax increments, amount of tax increments, expenditure of tax increments, and submission of the tax increment financing report.

These revenues shall not be used to circumvent existing property tax limitations. The City Council may abolish the tax increment financing plan when it finds that the purposes for which it was established are accomplished. However, the tax increment financing plan shall not be abolished until the principal of, and interest on, bonds issued pursuant to Section 16 have been paid or funds sufficient to make the payment have been segregated.

Annually the DDA Board shall submit to the City Council a report on the status of the tax increment financing account. The report shall include: the amount and source of revenue in the account; the amount and purpose of expenditures from the account; the amount of principal and

interest on any outstanding bonded indebtedness; the amount in any bond reserve account; the initial assessed value of the project area; the captured assessed value retained by the DDA; the tax increments received; the number of jobs created as a result of the implementation of the Tax Increment Financing Plan; and any additional information the governing body considers necessary. The report shall be published in a newspaper of general circulation in the City.

It is recognized that the amount of tax increment revenue to be transmitted to the Authority by the City Treasurer and/or County Treasurer shall be that portion of the tax levy of all taxing bodies paid each year on the assessed value of real and personal property in the development area on the captured assessed value.

It is further recognized that tax increment revenues shall be expended by the DDA only in accordance with the provisions of this Tax Increment Financing Plan and that surplus tax increment revenues shall be returned to the local taxing jurisdictions.

E. A statement of the estimated impact of tax increment financing on the assessed values of all taxing jurisdictions in which the development area is located. Section 14(1).

The tax increment financing plan will in no way diminish the assessed values of property within the area boundaries. Local taxing jurisdictions will therefore, suffer no loss of current tax revenues.

For the period during which the tax increment financing plan is in effect, the assessed values of properties within the development area will effectively remain constant insofar as the local taxing jurisdictions are concerned. Any increase in property values will generate tax increment revenues which will be available only to the Authority during the duration of the plan unless excess funds are available and if available will be distributed proportionally to the taxing units.

It is anticipated that the development activities of the DDA, financed in whole or in part by tax increment revenues, will produce a positive material effect on the assessed values of property within and in the proximity of the development and will ultimately result in the eventual collection of greater real property tax revenues than would otherwise have been available.

Pursuant to Section 14(4) of the Act, the DDA shall fully inform the taxing jurisdiction within the development area subject to capture of the fiscal and economic implications of the proposed development.

A Schedule containing an estimate of the impact on the taxing jurisdictions is included as Exhibit E in the Appendix.

F. Provision for use of part or all of the captured assessed value, particularly the portion to be used by the DDA. Section 14(1).

Under this tax increment financing plan, the entire tax increment amount is to be utilized by the DDA.

The tax increment revenue paid to the DDA by the City and County treasurers is to be disbursed by the DDA from time to time in such manner as the DDA may deem necessary and appropriate in order to carry out the purposes of the Development Plan, including, but not limited to, the following:

- The principal, interest, and reserve payments required for any bonded indebtedness to be incurred in its behalf for purposes provided in the Development Plan.
- Cash payments for initiating and completing any improvement or activity called for in the Development Plan.
- Cash payments for professional fees incurred by the DDA in connection with its operation and in the planning and implementation of projects provided for in this Plan.
- Cash payments to public or private entities for services rendered in drafting and developing grant applications.
- Payments to the City of Wyoming to reimburse the City for services, materials and other assistance provided to the DDA.
- Any annual operating deficits that the DDA may incur from acquired and/or leased property in the development area.
- Payments of principal and interest on any sums that the DDA should borrow before or during the construction of any improvement or activity to be accomplished by the development plan, after approval by the City Council of the City of Wyoming.
- Payments required to establish and maintain a capital replacement reserve.
- Payments required to establish and maintain a capital expenditure reserve.
- Payments of the costs of any additional improvements to the development area that are determined necessary by the DDA and approved by the City Council of the City of Wyoming.

The DDA may modify its priority of payments at any time if within its discretion such modification is necessary.

Instead of financing a project, the DDA may accumulate funds that it receives from tax capture in order to build up a fund balance that is sufficient to pay the cost of a project. To the extent that the tax increment revenues of the DDA in any one year exceed the sum necessary for the DDA to implement the projects listed in the Development Plan to meet the commitments and payments as set forth above, such surplus funds shall revert proportionately to the respective taxing bodies as provided in Section 15(2) of the Act.

IV. OTHER INFORMATION

A. Estimate of the captured assessed value and tax increment revenue for each year of the plan.

The estimate of the captured assessed value and tax increment revenues for each year of the plan, over a 10 year period, is set forth on Exhibit F in the Appendix.

B. Costs of the plan to be reimbursed from tax increment revenues.

The DDA shall reimburse the City general fund from tax increment revenues any costs incurred by the City for implementation of this Plan which the City requests to have reimbursed.

APPENDIX

EXHIBIT A

Legal Description of the Development Area Boundaries

LEGAL DESCRIPTION OF THE DEVELOPMENT AREA BOUNDARIES

That part of the S ½ of Section 10, S ½ of Section 11, S ½ of Section 12, N ½ of Section 13, N ½ of Section 14, N ½ of Section 15, all of Town 6 North, Range 12 West, City of Wyoming, Kent County, Michigan, described as: Beginning at the SW corner of Section 10; thence North along the West line of Section 10 (Byron Center Avenue) to the point of intersection with the North line of Lot 78 of Wilson and Chalmers' Garden Addition to Wyoming Park extended West; thence East to the NE corner of Lot 7 of Wilson and Chalmers' Garden Addition to Wyoming Park; thence Easterly to a point on the West line of Lot 118 of Wilson and Chalmers' Boulevard Addition to Wyoming Park, said point lying 58.0 feet North of the SW corner of said Lot 118; thence East to a point on the East line of Lot 119 of Wilson and Chalmers' Boulevard Addition to Wyoming Park, said point lying 58.0 feet North of the SE corner of said Lot 119; thence East to a point on the East line of Lot 123 of Wilson and Chalmers' Boulevard Addition to Wyoming Park, said point lying 58.9 feet North of the SE corner of said Lot 123; thence Northeasterly to a point on the West line of Lot 105 of Wilson and Chalmers' Boulevard Addition to Wyoming Park, said point lying 75.0 feet North of the SW corner of said Lot 105; thence East to a point on the East line of Wilson and Chalmers' Boulevard Addition to Wyoming Park and the West line of Charles Plat; thence South to the SW corner of Charles Plat; thence East to the SE corner of Charles Plat and the West line of De Mull Plat; thence South to the SW corner of De Mull Plat;

thence East to the SE corner of De Mull Plat; thence North along the East line of De Mull Plat and West line of Westdorp Plat to the NW corner of Lot 51 of Westdorp Plat; thence East to the NE corner of said Lot 51; thence Southeasterly to the NW corner of Lot 25 of Westdorp Plat; thence East to the NE corner of Lot 14 of Westdorp Plat; thence Northeasterly to a point on the East right-of-way line of Meyer Avenue, said point lying 357.13 feet North, measured along said East right-of-way line, of the South line of Section 10; thence East 221.16 feet parallel with the South line of Section 10; thence South parallel with the East right-of-way line of Meyer Avenue to a point lying 300.0 feet North, measured parallel to said East right-of-way line, of the South line of Section 10; thence East parallel with the South line of Section 10 to a point on the West line of the East 1379.0 feet of the SE $\frac{1}{4}$ of Section 10; thence North along the said West line to a point on the North line of the South 325.0 feet of the SE $\frac{1}{4}$ of Section 10; thence East along said North line 100.0 feet to the West line of the East 1279.0 feet of the SE $\frac{1}{4}$ of Section 10; thence South along said West line 26.55 feet; thence Northeasterly to a point on the West right-of-way line of Hague Avenue, said point lying 310.05 feet North, measured along said West right-of-way line, of the South line of Section 10; thence Northeasterly to the point of intersection of the East right-of-way line of Hague Avenue and the North line of South 330.0 feet of the SE $\frac{1}{4}$ of Section 10; thence East along said North line to the West line of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 10; thence North along said West line to a point on the North line of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 10; thence East along said North line to a point on the East line of Section 10 (Burlingame Avenue) and the West line of Section 11; thence North along said West line of Section 11 to a point 716.13 feet North of the SW corner of Section 11; thence East parallel with the S $\frac{1}{8}$ line of Section 11, 506.56 feet; thence Southeasterly 70.71 feet to a point

on the East line of the West 557.0 feet of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Section 11; thence South along said East line to a point on the North line of the South 475.0 feet of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Section 11; thence East along said North line, 103.0 feet to a point on the East line of the West 660.0 feet of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Section 11; thence South 50.0 feet along the said East line to a point on the North line of the South 425.0 feet of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of Section 11; thence East along said North line to a point on the West line of the East 220.0 feet of the W $\frac{3}{4}$ of the S $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 11; thence North along the said West line to a point on the North line of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 11; thence East along said North line to a point on the East line of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 11; thence North along said East line to a point on the North line of the South 754.3 feet of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 11; thence East along said North line to a point on the East line of the West 231.0 feet of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 11; thence South along said East line to a point on the North line of South 708.0 feet of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 11; thence East along said North line to a point on the West line of the East 202.0 feet of the W $\frac{1}{2}$ of the SE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 11; thence South along said West line to the point of intersection with the South line of Lot 19 of Madelyn Plat No. 1 extended West; thence East to the SW corner of said Lot 19; thence East along the South line of said Lot 19 to a point on the West line of Lot 18 of Madelyn Plat No. 1; thence South to the SW corner of Lot 16 of Madelyn Plat No. 1; thence Northeasterly to the SE corner of said Lot 16; thence Southerly and Easterly along the Westerly and Southerly right-of-way line of Madelyn Drive to the West right-of-way line of DeHoop Avenue; thence East on said Southerly right-of-way line extended to a point on the North-South $\frac{1}{4}$ line of Section 11 (DeHoop Avenue); thence North along said North-South $\frac{1}{4}$ line of Section

11 to the point of intersection with the South line of Lot 1 of Sherwood Forest extended West; thence East along the South line of Sherwood Forest to a point on the East line of West 250.0 feet of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 11; thence South along said East line to a point on the North line of the South 891.0 feet of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 11; thence East 60.0 feet along said North line to a point on the East line of the West 310.0 feet of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 11; thence South along the said East line to the point of intersection with the North line of Lot 8 of Lenger Plat extended West; thence East to the NW corner of said Lot 8; thence South to the SW corner of Lot 10 of Lenger Plat; thence East to the SE corner of Lot 10 of Lenger Plat and the West right-of-way line of Doncaster Avenue; thence South along said West right-of-way line 15.0 feet; thence East to a point on the East right-of-way line of Doncaster Avenue, said point lying 15.0 feet South of the SW corner of Lot 2 of Lenger Plat; thence North along said East right-of-way line 15.0 feet to the SW corner of said Lot 2; thence East to the SE corner of said Lot 2 and West line of Sherwood Forest No. 1; thence South to the SW corner of said Sherwood Forest No. 1; thence East to SE corner of Sherwood Forest No. 1; thence North along the East line of Sherwood Forest No. 1 to a point on the North line of the South 75.0 feet of the W $\frac{1}{2}$ of the E $\frac{1}{2}$ of the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 11; thence East along said North line to a point on the East line of the W $\frac{1}{2}$ of the E $\frac{1}{2}$ of the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 11; thence North along said East line to a point on the North line of the South 85.0 feet of the E $\frac{1}{2}$ of the E $\frac{1}{2}$ of the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 11; thence East along said North line to a point on the West line of Clyde Park Hills; thence North to the NW corner of Lot 113 of Clyde Park Hills; thence East to NE corner of said Lot 113; thence East on North line of said Lot 113 extended to a point on the West line of Lot 142 of Clyde Park Hills;

thence South to the NW corner of said Lot 143; thence East to NE corner of said Lot 143; thence Northeasterly to the most N'ly corner of Lot 148 of Clyde Park Hills; thence Southeasterly to the NE'ly corner of said Lot 148; thence Southeasterly to the NW corner of Lot 87 of Clyde Park Hills; thence Southerly along the Easterly right-of-way line of Longfellow Avenue to a point 35.0 feet Northerly of the SW corner of Lot 88 of Clyde Park Hills; thence Southeasterly to a point on the East line of said Lot 88, halfway between the NE corner and the SE corner of said Lot 88; thence South to the NW corner of Lot 73 of Clyde Park Hills; thence East to the NE corner of said Lot 73; thence Easterly to the NW corner of Lot 62 of Clyde Park Hills; thence East to the NE corner of Lot 41 of Clyde Park Hills; thence South to the NE corner of said Lot 40; thence Easterly to the NW corner of Lot 31 of Clyde Park Hills; thence East to the NE corner of said Lot 31; thence North to the NW corner of Lot 6 of Clyde Park Hills; thence East to the NE corner of said Lot 6; thence East on the North line of said Lot 6 extended to the point of intersection with the East line of Section 11 (Clyde Park Avenue) and the West line of Section 12; thence North along said West line of Section 12 to the NW corner of Tulum Addition; thence East to the NE corner of Tulum Addition and a point on the West line of Altamont Addition; thence North on the said West line to the point of intersection of a line lying 20.5 feet North of and parallel with the North line of Lot 22 of Altamont Addition; thence East parallel with the North line of said Lot 22 to the centerline of vacated alley; thence South along said centerline to the point of intersection of the North line of Lot 54 of Altamont Addition extended West; thence East to the NE corner of said Lot 54; thence Easterly to a point on the East right-of-way line of Woodward Avenue, said point lying 5.0 feet North of the NW corner of Lot 22 of Buena Vista Addition; thence East parallel to the North line of said Lot 22 to the centerline of vacated alley;

thence North along said centerline to the point of intersection of a line lying 11.5 feet South of and parallel with the North line of Lot 51 of Buena Vista Addition; thence East parallel with the North line of said Lot 51 to a point on the centerline of Longstreet Avenue; thence North along said centerline to the SW corner of Assessor's Plat of Longstreet's Unrecorded Plat; thence East to the SE corner of said Assessor's Plat of Longstreet's Unrecorded Plat and a point on the West line of Wyoming Hills; thence South to the NW corner of Lot 92 of Wyoming Hills; thence East to the NE corner of Lot 83 of Wyoming Hills; thence South to the SE corner of Lot 84 of Wyoming Hills; thence West to the NE corner of the West ½ of Lot 85 of Wyoming Hills; thence South parallel with the West line of said Lot 85 to a point on the North right-of-way line of 28th Street; thence East along said North right-of-way line to a point 1084.90 feet more or less West of the East line of the W ½ of the SE ¼ of Section 12; thence Northwesterly to a point on the South right-of-way line of Terminal Street, 1246.03 feet more or less West of the East line of W ½ of the SE ¼ of Section 12; thence East 1246.03 feet more or less along said South right-of-way line to a point on the East line of the W ½ of the SE ¼ of Section 12; thence North along said East line to a point on the Southwesterly right-of-way line of railroad; thence Southeasterly along said Southwesterly right-of-way line to a point on the East line of Section 12 (Division Avenue); thence South along East line of Section 12 to the SE corner of Section 12 and the NE corner of Section 13; thence South along the East line of Section 13 to the point of intersection of the South line of Lot 46 of Hazen Heights extended East; thence West to the SW corner of Lot 40 of Hazen Heights; thence North to the NW corner of said Lot 40; thence West to the NW corner of Lot 27 of Hazen Heights; thence South to the SW corner of said Lot 27; thence West to the SW corner of Lot 26 of Hazen Heights; thence West along the South line of said Lot 26

extended to a point on the West right-of-way line of Buchanan Avenue; thence South along the said West right-of-way line to the North right-of-way line of Colrain Street; thence West along said North right-of-way line to a point on the East line of the West 714.0 feet of the NE 1/4 of Section 13; thence North along said East line to a point on the South right-of-way line of 28th Street; thence West said South right-of-way line to the point of intersection with the Westerly right-of-way line of US Highway 131; thence Southerly along the said Westerly right-of-way line to the point of intersection with the Northerly right-of-way line of Falmouth Drive; thence Northwesterly along said Northerly right-of-way line to the most Westerly corner of Lot 84 of Eppingtoun; thence Southwesterly to the SE corner of Lot 28 of Eppingtoun; thence Westerly to the SE corner of Lot 18 of Eppingtoun; thence West to the SW corner of said Lot 18; thence West along the South line of said Lot 18 extended to the point of intersection with the centerline of Highgate Avenue; thence North along said centerline to the point of intersection with the South line of Lot 5 of Walter Lang Addition extended East; thence West to SW corner of said Lot 5 and a point on the East line of Beals, Brace & Wight's Addition; thence South to SE corner of Lot 8, Block 2 of Beals, Brace & Wight's Addition; thence West to the SW corner of Lot 8, Block 1 of Beals, Brace & Wight's Addition and a point on the East line of Beals Farm Addition; thence South on said East line to a point 8.0 feet South of the NE corner of Lot 6 of Beals Farm Addition; thence West parallel with the North line of said Lot 6 to a point on the centerline of Woodward Avenue and the West line of Beals Farm Addition and the East line extended North of the Baker-Huizen Plat No. 1; thence North along the said West line and said East line extended North to a point 156.44 feet North of the NE corner of Baker-Huizen Plat No. 1; thence Westerly 120.0 feet; thence South 132.0 feet parallel to the said West line and said East

line extended North; thence West 32.0 feet perpendicular to the West line of Lots 68 to 72 inclusive of Baker-Huizen Plat No. 1 extended North to a point which is 24.0 feet North of the North line of Baker-Huizen Plat No. 1; thence South along said West line to a point on the said North line which is 176.25 feet East of the NW corner of Baker-Huizen Plat No. 1; thence West to the NW corner of Baker-Huizen Plat No. 1; thence South along the West line of Baker-Huizen Plat No. 1 to the point of intersection with the North line of Lot 57 of Baker-Huizen Plat No. 1; thence West along said North line to the NW corner of said Lot 57 and the NE corner of Lot 56 of Baker-Huizen Plat; thence West to the NW corner of Baker-Huizen Plat and a point on the West line of Section 13 (Clyde Park Avenue) and the East line of Section 14; thence North along said East line of Section 14 to the NE corner of Rogers Heights Plat No. 2; thence West to the NW corner of Rogers Heights Plat No. 2; thence South along the West line of Rogers Heights Plat No. 2 to the point of intersection with the centerline of Canterbury Street extended West; thence West along said centerline extended 606.57 feet; thence South 30.0 feet perpendicular to said centerline extended; thence West parallel to said centerline extended to the point of intersection with the North-South $\frac{1}{4}$ line of Section 14 (Michael Avenue), said point lying 786.73 feet South of the N $\frac{1}{4}$ corner of Section 14; thence South along the North-South $\frac{1}{4}$ line of Section 14 to the point of intersection with the Northerly right-of-way line of Prairie Parkway extended East; thence Westerly along said Northerly right-of-way line to the point of intersection with the East right-of-way line of Burlingame Avenue; thence Westerly to the point of intersection of the Northerly right-of-way line of Prairie Parkway Westerly and the West right-of-way line of Burlingame Avenue; thence Westerly along the said Northerly right-of-way line to the point of intersection with the North line of the South 1571.6 feet of the NE $\frac{1}{4}$ of

Section 15; thence West along said North line to a point which is 1089.0 feet South and 819.0 feet West of the NE corner of Section 15; thence Northeasterly to a point on the East line of Lot 5 of 28th Street Office Plaza extended South; said point lying 22.37 feet South of the SE corner said Lot 5; thence North 22.37 feet to SE corner of said Lot 5; thence West to the SW corner of said Lot 5; thence North to the NW corner of Lot 3 of 28th Street Office Plaza; thence Westerly to the SE corner of Lot 9 of 28th Street Office Plaza; thence Westerly to the SW corner of Lot 10 of 28th Street Office Plaza; thence South along the West line of Lot 8 of 28th Street Office Plaza to a point of intersection with the South line of North 400.0 feet of the NE $\frac{1}{4}$ of Section 15; thence West along said South line to a point on the East line of the West 31.5 feet of the E $\frac{1}{2}$ of the NE $\frac{1}{4}$ of Section 15; thence South along said East line to a point on the North line of Gardentown Village, said point lying 133.5 feet West of the NE corner of Gardentown Village; thence West to the NW corner of Gardentown Village and the NE corner of Lot 1 of Taft Park; thence North to a point on the South line of the North 201.8 feet of the NE $\frac{1}{4}$ of Section 15; said point lying 202.4 feet East of the East right-of-way line of Taft Avenue; thence West 202.4 feet parallel with the North line of Section 15 to the East right-of-way line of Taft Avenue; thence Northwesterly to a point on the West right-of-way line of Taft Avenue; said point lying 180.04 feet South, measured along the said West right-of-way line, from the North line of Section 15; thence West to a point on the East line of the West 760.0 feet of the NE $\frac{1}{4}$ of Section 15; said point lying 184.0 feet South of the North line of Section 15; thence North 10.0 feet along said East line; thence West parallel with the North line of Section 15 to the NE corner of Lot 20 of Roosien's Wyoming Township Plat; thence West to the NW corner of Lot 1 of Roosien's Wyoming Township Plat; thence West parallel with the North line of Section 15 to a point on the

West line of Tuinstra Plat, said point lying 230.0 feet South of the North line of Section 15; thence North to the SE corner of Lot 3 of Tuinstra Plat; thence West to the SW corner of Lot 1 of Tuinstra Plat; thence Westerly to the SE corner of Lot 1 of Fountain Plat; thence West to the SW corner of Lot 2 of Fountain Plat and a point on the East line of Lot 46 of Katy Plat; thence South on said East line, to a point lying 60.0 feet North of the SE corner of said Lot 46; thence West parallel with the South line of said Lot 46 to the East right-of-way line of Sharon Avenue; thence Westerly to SE corner of Lot 2 of Katy Plat; thence West to the SW corner of Lot 1 of Katy Plat; thence South to the NE corner of Crestline Addition; thence West to the NW corner of Crestline Addition and a point on the East line of the W $\frac{1}{2}$ of the E $\frac{1}{2}$ of the W $\frac{1}{2}$ of the E $\frac{1}{2}$ of the NW $\frac{1}{4}$ of Section 15; thence North on said East line to a point on the South line of the North 350.0 feet of the NW $\frac{1}{4}$ of Section 15; thence West parallel with the North line of Section 15 to a point on the East line of the West 15.0 feet of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 15; thence South 65.0 feet along the said East line to a point on the South line of the North 415.0 feet of the NW $\frac{1}{4}$ of Section 15; thence West parallel with the North line of Section 15 to a point on the West line of the East 38.0 feet of the West 1086.1 feet of the NW $\frac{1}{4}$ of Section 15; thence North 20.0 feet along the said West line to a point on the South line of the North 395.0 feet of the NW $\frac{1}{4}$ of Section 15; thence West parallel with the North line of Section 15 to a point on the East line of the West 916.1 feet of the NW $\frac{1}{4}$ of Section 15; thence South 92.0 feet along said East line to a point on the South line of the North 487.0 feet of the NW $\frac{1}{4}$ of Section 15; thence West parallel with the North line of Section 15 to a point on the East line of the West 784.1 feet of the NW $\frac{1}{4}$ of Section 15; thence South along said East line to a point on the North line of Lot 8 of Storm Plat; thence West to the NW corner of Lot 1 of Storm Plat; thence South along said West line of

said Lot 1 to a point on the South line of the North 573.13 feet of the NW $\frac{1}{4}$ of Section 15; thence West along said South line to a point on the West line of Section 15 (Byron Center Avenue); thence North to the NW corner of Section 15 and place of beginning.

EXHIBIT B

Map of the Development Area

EXHIBIT C

Streets Located in the Development Area

1. 28th Street from Byron Center Ave. to Division Ave.
2. The north side of Prairie Parkway extending west of Burlingame Ave. for a distance of 1400 feet to Michael Ave.
3. The first 300 feet going north from 28th Street of the following streets:
 - (a) Forest Grove Ave.
 - (b) Central Ave.
 - (c) Wyoming Ave.
 - (d) Hazelwood Ave.
 - (e) Boulevard Dr.
 - (f) Avon Ave.
 - (g) Meyer Ave.
 - (h) Hague Ave.
 - (i) Riley Ave.
 - (j) Tennyson Ave.
4. The first 600 feet of Burlingame Ave. north of 28th Street.
5. Hook Avenue to where it terminates at the City water tower property, north of 28th Street.
6. DeHoop Avenue, north of 28th Street, to within 130 feet of Locksley Street.
7. All of Jenkins Avenue
8. The first 500 feet of McKee Ave. north of 28th Street
9. The first 450 feet of Woodward Ave. north of 28th Street
10. The first 500 feet of Longstreet Ave. north of 28th Street
11. The first 250 feet of Charlesgate Dr. north of 28th Street
12. Buchanan Ave. north of 28th Street to the Norfolk Southern line.
13. The first 250 feet of Buchanan Ave. south of 28th Street
14. The first 300 feet of Charlesgate Dr. south of 28th Street

15. The first 300 feet of Highgate Ave. south of 28th Street
16. The first 300 feet of Longstreet Ave. south of 28th Street.
17. The first 300 feet of Woodward Ave. south of 28th Street.
18. The first 528 feet of Clyde Park Ave. south of 28th Street.
19. The first 700 feet of Michael Ave., south of 28th Street on the east side of Michael Avenue, and to Prairie Parkway on the west side of Michael Avenue.
20. Burlingame Ave. south to Prairie Parkway.
21. The first 300 feet of Oak Valley Ave. south of 28th Street
22. The first 200 feet of Taft Ave. south of 28th Street
23. The first 180 feet of Meyer Ave. south of 28th street
24. The first 150 feet of West Ave. south of 28th Street
25. The first 150 feet of Sharon Ave. south of 28th Street
26. The first 170 feet of Byron Center Ave., on the east side, south of 28th street

EXHIBIT D

Zoning of Parcels in the Development Area

<u>Tax Description</u>	<u>Parcel Addresses</u>	<u>Zoning Classification</u>
41-17-10-359-004	2720 BYRON CENTER AVE SW	R2
41-17-10-359-005	2724 BYRON CENTER AVE SW	B2
41-17-10-359-012	2725 FOREST GROVE AVE SW	B2
41-17-10-359-016	2375 28TH ST SW	B2
41-17-10-359-017	2375 28TH ST SW	B2
41-17-10-360-004	2712 FOREST GROVE AVE SW	R2
41-17-10-360-005	2722 FOREST GROVE AVE SW	B2
41-17-10-360-006	2728 FOREST GROVE AVE SW	B2
41-17-10-360-007	2738 FOREST GROVE AVE SW	B2
41-17-10-360-012	2723 CENTRAL AVE SW	R2
41-17-10-360-013	2727 CENTRAL AVE SW	B2
41-17-10-360-016	2331 28TH ST SW	B2
41-17-10-360-018	2323 28TH ST SW	B2
41-17-10-360-019	2727 CENTRAL AVE SW	B2
41-17-10-360-020	2323 28TH ST SW	B2
41-17-10-361-004	2724 CENTRAL AVE SW	R2
41-17-10-361-005	2730 CENTRAL AVE SW	B2
41-17-10-361-006	2734 CENTRAL AVE SW	B2
41-17-10-361-007	2740 CENTRAL AVE SW	B2
41-17-10-361-011	2723 WYOMING AVE SW	R2
41-17-10-361-012	2731 WYOMING AVE SW	B2
41-17-10-361-013	2737 WYOMING AVE SW	B2
41-17-10-362-004	2720 WYOMING AVE SW	R2
41-17-10-362-005	2724 WYOMING AVE SW	B2
41-17-10-362-006	2730 WYOMING AVE SW	B2
41-17-10-362-010	2715 HAZELWOOD AVE SW	R2
41-17-10-362-013	2736 WYOMING AVE SW	B2
41-17-10-362-014	2235 28TH ST SW	B2
41-17-10-362-015	2231 28TH ST SW	B2
41-17-10-362-020	2211 28TH ST SW 2225	B2
41-17-10-378-008	2710 HAZELWOOD AVE SW	R2
41-17-10-378-009	2720 HAZELWOOD AVE SW	B2
41-17-10-378-010	2740 HAZELWOOD AVE SW	B2
41-17-10-378-011	2744 HAZELWOOD AVE SW	B2
41-17-10-378-013	2721 BOULEVARD DR SW	R2

41-17-10-378-018	2137 28TH ST SW 2149	B2
41-17-10-379-003	2720 BOULEVARD DR SW	R2
41-17-10-379-004	2726 BOULEVARD DR SW	B2
41-17-10-379-015	2045 28TH ST SW	B2
41-17-10-379-016	2101 28TH ST SW	B2
41-17-10-379-017	2121 28TH ST SW	B2
41-17-10-380-039	2031 28TH ST SW 2035	B2
41-17-10-380-040	2013 28TH ST SW	B2
41-17-10-451-012	2717 AVON AVE SW	R2
41-17-10-451-014	2001 28TH ST SW	B2
41-17-10-452-012	2724 AVON AVE SW	B2
41-17-10-452-013	2732 AVON AVE SW	B2
41-17-10-452-024	2715 MEYER AVE SW	R2
41-17-10-452-025	2727 MEYER AVE SW	B2
41-17-10-452-026	2731 MEYER AVE SW	B2
41-17-10-452-027	2733 MEYER AVE SW	B2
41-17-10-452-028	2737 MEYER AVE SW	B2
41-17-10-452-029	1919 28TH ST SW	B2
41-17-10-452-038	1953 28TH ST SW	B2
41-17-10-452-039	1951 28TH ST SW	B2
41-17-10-452-040	1945 28TH ST SW	B2
41-17-10-476-002	2718 MEYER AVE SW	R2
41-17-10-476-003	2730 MEYER AVE SW	B2
41-17-10-476-022	1885 28TH ST SW	DC
41-17-10-476-023	1865 28TH ST SW	B2
41-17-10-476-024	1819 28TH ST SW	B2
41-17-10-476-025	1811 28TH ST SW	B2
41-17-10-476-026	1775 28TH ST SW	B2
41-17-10-476-027	1751 28TH ST SW	B2
41-17-10-476-028	1739 28TH ST SW 1741	B2
41-17-10-476-029	1735 28TH ST SW	B2
41-17-10-476-030	1905 28TH ST SW	B2
41-17-10-477-055	2739 BURLINGAME AVE SW	I1
41-17-10-477-059	1717 28TH ST SW	B2
41-17-10-477-064	1661 28TH ST SW	DC
41-17-10-477-065	1633 28TH ST SW	DC
41-17-10-477-066	1661 28TH ST SW	DC
41-17-10-477-067	1633 28TH ST SW	DC
41-17-11-351-011	1551 28TH ST SW	DC
41-17-11-351-016	1461 28TH ST SW	DC
41-17-11-351-017	1449 28TH ST SW	DC
41-17-11-351-019	1425 28TH ST SW	DC
41-17-11-351-020	1409 28TH ST SW	DC

41-17-11-351-035	1437 28TH ST SW	DC
41-17-11-351-041	2740 BURLINGAME AVE SW	DC
41-17-11-351-045	1561 28TH ST SW	DC
41-17-11-351-054	1531 28TH ST SW	DC
41-17-11-351-055	1515 28TH ST SW	DC
41-17-11-351-056	1541 28TH ST SW	DC
41-17-11-351-058	2750 BURLINGAME AVE SW	DC
41-17-11-351-060	2720 BURLINGAME AVE SW 2752	DC
41-17-11-351-061	2754 BURLINGAME AVE SW	DC
41-17-11-376-007	2701 HOOK AVE SW	DC
41-17-11-376-008	2727 HOOK AVE SW	DC
41-17-11-376-009	2741 HOOK AVE SW	DC
41-17-11-376-018	1375 28TH ST SW	DC
41-17-11-377-007	2728 HOOK AVE SW	DC
41-17-11-377-008	2740 HOOK AVE SW	DC
41-17-11-377-009	2742 HOOK AVE SW	DC
41-17-11-377-010	2744 HOOK AVE SW	DC
41-17-11-377-033	1339 28TH ST SW	DC
41-17-11-377-034	1325 28TH ST SW	DC
41-17-11-377-035	1313 28TH ST SW	DC
41-17-11-377-047	1285 28TH ST SW	DC
41-17-11-377-049	1233 28TH ST SW 1239	DC
41-17-11-377-050	1259 28TH ST SW	DC
41-17-11-377-051	2721 MADELYN DR SW 2727	DC
41-17-11-377-052	1221 28TH ST SW	DC
41-17-11-377-053	2727 DE HOOP AVE SW	DC
41-17-11-377-054	1209 28TH ST SW	DC
41-17-11-377-800	2722 HOOK AVE SW BLLA	R2
41-17-11-377-802	2722 HOOK AVE SW BLLC	R2
41-17-11-451-021	2640 DE HOOP AVE SW	DC
41-17-11-451-026	1155 28TH ST SW	B2
41-17-11-452-041	1105 28TH ST SW	DC
41-17-11-452-042	1055 28TH ST SW	DC
41-17-11-452-043	1049 28TH ST SW	DC
41-17-11-453-016	1029 28TH ST SW 1031	DC
41-17-11-453-027	2695 JENKINS AVE SW	DC
41-17-11-453-029	2721 JENKINS AVE SW	DC
41-17-11-453-030	2723 JENKINS AVE SW	DC
41-17-11-453-031	2715 JENKINS AVE SW	DC
41-17-11-453-033	2753 JENKINS AVE SW	B2
41-17-11-453-034	1021 28TH ST SW	B2
41-17-11-476-005	2706 JENKINS AVE SW	DC
41-17-11-476-006	2710 JENKINS AVE SW	DC

41-17-11-476-029	2714 JENKINS AVE SW	DC
41-17-11-476-031	2715 POE AVE SW	DC
41-17-11-476-032	2703 POE AVE SW	DC
41-17-11-476-033	2709 POE AVE SW	DC
41-17-11-476-035	2696 JENKINS AVE SW	DC
41-17-11-476-036	2669 POE AVE SW	DC
41-17-11-476-038	2754 JENKINS AVE SW	DC
41-17-11-476-040	1003 28TH ST SW	DC
41-17-11-476-043	1001 28TH ST SW	DC
41-17-11-476-044	1001 28TH ST SW	B2
41-17-11-476-045	1001 28TH ST SW	B2
41-17-11-477-013	2660 POE AVE SW	DC
41-17-11-477-023	2683 LONGFELLOW AVE SW	DC
41-17-11-477-028	2713 LONGFELLOW AVE SW	DC
41-17-11-477-032	2707 LONGFELLOW AVE SW	DC
41-17-11-478-008	2720 LONGFELLOW AVE SW	DC
41-17-11-478-018	911 28TH ST SW	DC
41-17-11-478-019	2710 LONGFELLOW AVE SW	DC
41-17-11-478-024	2741 RILEY AVE SW	DC
41-17-11-478-026	921 28TH ST SW 931	DC
41-17-11-479-010	2740 RILEY AVE SW	DC
41-17-11-479-028	841 28TH ST SW	DC
41-17-11-479-029	859 28TH ST SW	DC
41-17-11-479-030	845 28TH ST SW	DC
41-17-11-479-033	2785 TENNYSON DR SW	DC
41-17-11-479-034	859 28TH ST SW	DC
41-17-11-481-012	825 28TH ST SW	DC
41-17-11-481-013	823 28TH ST SW	DC
41-17-11-481-024	2735 CLYDE PARK AVE SW	DC
41-17-11-481-025	2739 CLYDE PARK AVE SW	DC
41-17-11-481-026	2747 CLYDE PARK AVE SW	DC
41-17-11-481-034	2786 TENNYSON DR SW	DC
41-17-11-481-035	2799 CLYDE PARK AVE SW	DC
41-17-12-351-032	765 28TH ST SW	DC
41-17-12-352-015	2736 MC KEE AVE SW	DC
41-17-12-352-016	725 28TH ST SW	DC
41-17-12-352-029	2785 WOODWARD AVE SW	B2
41-17-12-352-030	2789 WOODWARD AVE SW	B2
41-17-12-352-036	2720 MC KEE AVE SW	DC
41-17-12-352-041	705 28TH ST SW	DC
41-17-12-353-093	2782 WOODWARD AVE SW	B2
41-17-12-353-097	651 28TH ST SW	B2
41-17-12-353-109	2769 LONGSTREET AVE SW	B2

41-17-12-353-110	2781 LONGSTREET AVE SW	B2
41-17-12-353-112	627 28TH ST SW	B2
41-17-12-353-115	2788 WOODWARD AVE SW	B2
41-17-12-355-004	609 28TH ST SW	B2
41-17-12-376-024	2755 CHARLESGATE AVE SW	R4
41-17-12-376-025	551 28TH ST SW 575	B2
41-17-12-377-023	539 28TH ST SW 549	B2
41-17-12-452-005	322 TERMINAL ST SW	I1
41-17-12-452-006	255 28TH ST SW	B2
41-17-12-452-008	2735 BUCHANAN AVE SW	B2
41-17-12-452-009	205 28TH ST SW	B2
41-17-12-452-010	2725 BUCHANAN AVE SW	I1
41-17-12-452-011	2725 BUCHANAN AVE SW	I1
41-17-12-452-012	205 28TH ST SW	B2
41-17-12-452-013	203 28TH ST SW	B2
41-17-12-476-001	2568 BUCHANAN AVE SW 2602	B3
41-17-12-476-002	2610 BUCHANAN AVE SW	B3
41-17-12-476-005	65 28TH ST SW	B3
41-17-12-476-006	131 28TH ST SW	B3
41-17-12-476-007	69 28TH ST SW	B3
41-17-12-476-008	55 28TH ST SW	B3
41-17-12-476-009	35 28TH ST SW	B3
41-17-12-476-010	5 28TH ST SW	B3
41-17-12-476-011	2700 BUCHANAN AVE SW	I1
41-17-12-476-012	155 28TH ST SW	B3
41-17-12-476-013	155 28TH ST SW	B3
41-17-12-476-014	153 28TH ST SW	B3
41-17-13-101-036	730 28TH ST SW 740	DC
41-17-13-101-041	2840 CLYDE PARK AVE SW	DC
41-17-13-101-042	2850 CLYDE PARK AVE SW 2950	DC
41-17-13-101-043	2831 WOODWARD AVE SW	B2
41-17-13-102-018	2809 LONGSTREET AVE SW	B2
41-17-13-102-044	2821 LONGSTREET AVE SW	R2
41-17-13-102-049	644 28TH ST SW 654	B2
41-17-13-102-050	620 28TH ST SW	B2
41-17-13-102-051	2820 WOODWARD AVE SW 2822	B2
41-17-13-102-053	2813 LONGSTREET AVE SW	R2
41-17-13-103-004	2806 LONGSTREET AVE SW	B2
41-17-13-103-007	2820 LONGSTREET AVE SW	R2
41-17-13-103-027	2821 HIGHGATE AVE SW	R2
41-17-13-103-028	2827 HIGHGATE AVE SW	R2
41-17-13-103-048	2812 LONGSTREET AVE SW	R2
41-17-13-103-050	608 28TH ST SW	B2

41-17-13-103-052	600 28TH ST SW	B2
41-17-13-126-001	590 28TH ST SW	B2
41-17-13-126-002	2818 HIGHGATE AVE SW	R2
41-17-13-126-003	2824 HIGHGATE AVE SW	R2
41-17-13-126-004	2828 HIGHGATE AVE SW	R2
41-17-13-126-021	2811 CHARLES GATE AVE SW	R2
41-17-13-126-038	2807 CHARLES GATE AVE SW	R2
41-17-13-127-001	510 28TH ST SW 522	B2
41-17-13-127-002	502 28TH ST SW	B2
41-17-13-127-003	515 FALMOUTH DR SW	R2
41-17-13-127-004	511 FALMOUTH DR SW	R2
41-17-13-127-005	509 FALMOUTH DR SW	R2
41-17-13-127-006	507 FALMOUTH DR SW	R2
41-17-13-127-008	505 FALMOUTH DR SW	B2
41-17-13-201-005	250 28TH ST SW	B2
41-17-13-201-006	220 28TH ST SW	B2
41-17-13-201-012	231 COLRAIN ST SW	I1
41-17-13-201-013	221 COLRAIN ST SW	I1
41-17-13-201-017	2909 BUCHANAN AVE SW	I1
41-17-13-201-019	2851 BUCHANAN AVE SW 2863	B2
41-17-13-201-021	255 COLRAIN ST SW	I1
41-17-13-201-800	244 28TH ST SW BLL	B2
41-17-13-226-001	160 28TH ST SW	B2
41-17-13-226-003	165 HONEOYE ST SW	B2
41-17-13-226-005	128 28TH ST SW	B2
41-17-13-226-006	124 28TH ST SW	B2
41-17-13-226-007	122 28TH ST SW	B2
41-17-13-226-008	122 28TH ST SW 1/2A	B2
41-17-13-226-011	60 28TH ST SW	B2
41-17-13-226-039	40 28TH ST SW	B2
41-17-13-226-041	132 28TH ST SW	R2
41-17-13-226-045	122 28TH ST SW	B2
41-17-13-226-046	120 28TH ST SW	B2
41-17-13-226-048	2829 DIVISION AVE SW	B2
41-17-13-226-049	158 28TH ST SW	B2
41-17-13-226-050	160 28TH ST SW	B2
41-17-14-101-001	1558 28TH ST SW	B2
41-17-14-101-055	2930 BURLINGAME AVE SW	MZ
41-17-14-101-058	1540 28TH ST SW 1550	MZ
41-17-14-101-061	1456 28TH ST SW	MZ
41-17-14-101-062	1516 28TH ST SW	B2
41-17-14-101-063	2900 BURLINGAME AVE SW	B2
41-17-14-126-006	2929 MICHAEL AVE SW	DC

41-17-14-126-007	1292 28TH ST SW	DC
41-17-14-126-010	1420 28TH ST SW	DC
41-17-14-126-013	1275 PRAIRIE PARKWAY SW	DC
41-17-14-126-016	1350 28TH ST SW	DC
41-17-14-126-017	1440 28TH ST SW	DC
41-17-14-126-018	1212 28TH ST SW	DC
41-17-14-126-019	1216 28TH ST SW 1286	DC
41-17-14-201-006	2849 CLYDE PARK AVE SW 2853	DC
41-17-14-201-008	900 28TH ST SW	DC
41-17-14-201-011	830 28TH ST SW	DC
41-17-14-201-013	2828 MICHAEL AVE SW	DC
41-17-14-201-014	950 28TH ST SW 1100	DC
41-17-14-230-001	800 28TH ST SW	DC
41-17-15-101-004	2828 BYRON CENTER AVE SW	B2
41-17-15-101-005	2838 BYRON CENTER AVE SW	B2
41-17-15-101-036	2360 28TH ST SW	B2
41-17-15-101-039	2811 WYOMING AVE SW	B2
41-17-15-101-040	2819 WYOMING AVE SW	B2
41-17-15-101-044	2824 BYRON CENTER AVE SW	B2
41-17-15-101-052	2810 BYRON CENTER AVE SW	B2
41-17-15-101-053	2814 BYRON CENTER AVE SW	B2
41-17-15-101-054	2340 28TH ST SW	B2
41-17-15-101-055	2848 BYRON CENTER AVE SW	B2
41-17-15-101-059	2300 28TH ST SW	B2
41-17-15-101-061	2290 28TH ST SW	B2
41-17-15-101-062	2815 WYOMING AVE SW	B2
41-17-15-101-063	2813 WYOMING AVE SW	B2
41-17-15-101-064	2807 WYOMING AVE SW	B2
41-17-15-101-065	2360 28TH ST SW	B2
41-17-15-101-067	2290 28TH ST SW	B2
41-17-15-101-068	2811 WYOMING AVE SW	B2
41-17-15-102-030	2240 28TH ST SW 2250	B2
41-17-15-102-036	2222 28TH ST SW	B2
41-17-15-102-037	2823 WYOMING AVE SW	R4
41-17-15-126-003	2180 28TH ST SW	B2
41-17-15-126-004	2130 28TH ST SW	B2
41-17-15-126-005	2124 28TH ST SW	B2
41-17-15-126-006	2118 28TH ST SW	B2
41-17-15-126-016	2126 28TH ST SW	R2
41-17-15-126-022	2112 28TH ST SW	B2
41-17-15-126-023	2046 28TH ST SW	B2
41-17-15-126-045	2200 28TH ST SW	B2
41-17-15-126-046	2126 28TH ST SW	B2

41-17-15-128-031	2032 28TH ST SW 2038	B2
41-17-15-129-001	2024 28TH ST SW	R01
41-17-15-129-002	2020 28TH ST SW	R01
41-17-15-129-003	2000 28TH ST SW	R01
41-17-15-201-003	1960 28TH ST SW	R01
41-17-15-201-024	1930 28TH ST SW	R01
41-17-15-201-042	1986 28TH ST SW	R01
41-17-15-202-001	1920 28TH ST SW	R01
41-17-15-202-002	1910 28TH ST SW	R01
41-17-15-202-034	1874 28TH ST SW 1880	B2
41-17-15-203-001	1830 28TH ST SW	B2
41-17-15-203-014	1820 28TH ST SW	B2
41-17-15-203-021	1824 28TH ST SW	B2
41-17-15-203-025	1800 28TH ST SW	B2
41-17-15-226-033	1794 28TH ST SW	B2
41-17-15-226-036	1742 28TH ST SW	B2
41-17-15-226-052	1730 28TH ST SW	B2
41-17-15-226-054	2880 OAK VALLEY AVE SW 2890	R4
41-17-15-226-055	1784 28TH ST SW 1790	B2
41-17-15-226-062	1600 28TH ST SW	DC
41-17-15-226-070	2929 BURLINGAME AVE SW	DC
41-17-15-226-088	1680 28TH ST SW 1700	DC
41-55-93-099-556	2700 BUCHANAN AVE SW IFTR	I1

EXHIBIT E

Impact of Tax Increment Financing on Taxing Jurisdictions

<u>Taxing Jurisdiction</u>	<u>Millage Rates</u>	<u>2008 Tax Increment Revenues Captured</u>
Kent County*	4.2803 mils*	\$82,491
City of Wyoming	10.6773 mils	\$205,763
Grand Rapids Community College	1.7865mils	\$34,428
Library	0.88 mils	\$16,958
Interurban Transit	1.12	\$21,583

*The Kent County millage rate does not include voted millages which have been specifically excluded by agreement with Kent County and Resolution 18968 of the City dated February 8, 1999.

EXHIBIT F

Estimated Tax Capture On Base Year Taxable Value Of \$69,972,962
Wyoming DDA, 1999 Thru 2029

Year	Captured Taxable Value	Tax Increment Revenues
1999	\$2,932,854	\$52,468
2000	\$3,584,975	\$70,760
2001	\$4,376,099	\$84,694
2002	\$4,608,757	\$88,189
2003	\$8,960,618	\$169,296
2004	\$10,114,976	\$190,690
2005	\$15,139,729	\$280,505
2006	\$17,093,974	\$316,233
2007	\$19,364,203	\$358,313
2008	\$19,351,194	\$361,223
2009	\$19,351,194 ¹	\$361,223
2010	\$19,351,194	\$361,223
2011	\$19,351,194	\$361,223
2012	\$19,351,194	\$361,223
2013	\$19,738,217 ²	\$368,447
2014	\$20,132,982	\$375,816
2015	\$20,535,641	\$383,332
2016	\$20,946,354	\$390,999
2017	\$21,365,281	\$398,819
2018	\$21,792,587	\$406,795
2019	\$22,228,439	\$414,931
2020	\$22,673,007	\$423,230
2021	\$23,126,468	\$431,694
2022	\$23,588,997	\$440,328
2023	\$24,060,777	\$449,135
2024	\$24,541,993	\$458,118
2025	\$25,032,832	\$467,280
2026	\$25,533,489	\$476,626
2027	\$26,044,159	\$486,158

¹ Assumed growth of 0% per year from 2008 through 2012.

² Assumed growth of 2% per year from 2013 through 2029.

2028	\$26,565,042	\$495,881
2029	\$27,096,343	\$505,799